

Essex County Herald.

VOL. XXX

ISLAND POND, VT, FRIDAY, MAY 9, 1902.

NO. 1

Essex District Probate Court.
Sittings of said Court will be held at
Brighton the second Tuesday of October and
April, at the second Tuesday of No-
vember and May. West Concord the second
Tuesday of December and June, Lunenburg
the second Tuesday of January and July.
Special sessions will be held at any place in
the district by agreement.
ROBERT CHASE, Judge.

W. H. BISHOP,
Notary Public with Seal
Island Pond, Vt.

MAY & SIMONDS,
Attorneys at Law
Island Pond, Vt.

JERRY DICKERMAN BATES
Attorney
Office on Cross St., Island Pond, Vt.

GUY W. HILL,
Attorney and Counsellor at Law.
Legal business in Essex County given prompt
attention.
Merchants Bank Block, St. Johnsbury, Vt.
Telephone connection.

A. ELIE,
Physician and Surgeon
Cross Street, Island Pond, Vt.

H. E. SARGENT
Physician and Surgeon
Office at Residence, Main St.,
Island Pond, Vt.

E. N. TRENHOLME, D. D. S.,
Dentist.
Office Brighton Store Co., Island Pond, Vt.

G. E. CLARKE,
Undertaker Funeral Supplies
Office in The Block, Island Pond, Vt.

L. W. STEVENS,
Licensed Auctioneer
Island Pond, Vt.

F. A. ELKINS,
Custom Boots and Shoes.
Repairing neatly and promptly done.
Invisible patches a specialty.
Cross Street, ISLAND POND, VT.

N. B. LOUGEE.
Harness
Manufacturer.
Dealer in General Horse Supplies. All kinds of Repair-
ing Promptly Done.
ISLAND POND, VT.

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LAND & SURVEYOR,
and Timber Land Explorer.
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Maine, New Hampshire and Vermont.
Can give accurate estimates by methods not
known to others. Compose surveys a spe-
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Boston and Maine Railway,
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west and south and via transatlantic lines
to and from European points. Baggage
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OSTEOPATHY.

DR. S. D. PEMBERTON,

Graduate of the American School of Osteopathy, at Kirksville, Missouri.
Will open an office for two days each week at the residence of Mrs. G. E.
Clarke, Island Pond, Vt., beginning Monday, May 12th.
Hours from 10 a. m. to 3 p. m., Mondays and Thursdays.

RANGER STATESMAN

CUSHMAN OF WASHINGTON A UNIQUE
FIGURE IN CONGRESS.

Rose From Cowboy to Be a Power
In the National Legislature—Known
on the Pacific Coast as "The Abe
Lincoln of the Northwest."

Congressman Francis W. Cushman
of Washington, who recently caused a
sensation by attacking and ridiculing
Republican leaders of the house and
the committee on rules, is one of the
most interesting figures in congress,
where he is known as the "Ranger
Statesman." But this is not the first
time that Mr. Cushman has attracted
national attention by his vigorous and
breezy way of saying things.

Last year he made a unique and ef-
fective speech against the river and
harbor bill that not only stamped him
as a genuine humorist, but as a keen
and forceful speaker who was not
afraid to speak his mind, no matter
whose toes were trodden on. On that
occasion he attacked the method of
making river and harbor appropriat-
ions in a manner that the committee
will not soon forget. It is said that it
was the first time that any member of
the house had ever seen the chairman
of the committee rattled.

This was really Mr. Cushman's intro-
duction to the house. He had been there
for some time prior, but no one knew
it. He had sat silent, but observant,
until he could repress himself no longer.
When he got through, every one
was talking about the new member
from Washington and wondering why
they had never heard of him before.
In his home state Mr. Cushman is
known as "the Abe Lincoln of the
northwest." This title is applied on ac-
count of his tall, angular, ungainly
figure and his propensity for story tell-
ing as a means of clinching an argu-
ment or forcing a point. He is over six
feet tall and does not weigh over 150
pounds. He has a smooth face, high
cheek bones and a rather small head.
A No. 14 collar is big enough, and a six
and a half hat would fit him, but his
head is crammed full of brains.

When speaking, his long, bony arms
sweep wildly through the air, but his
unabashedness of figure is forgotten in
the flow of language from his lips.
He talks rapidly, but his words are
well chosen. He is one of the best
speakers in the house.

Mr. Cushman was born at Brighton,
la., in 1867. He was compelled to sup-

tion and an opportunity to bring up
that legislation for consideration. I go
up against the stone wall that sur-
rounds the speaker of the house and
the committee on rules. That is the
pressure on me from in front, and be-
tween the pressure on me from the
rear and the pressure from in front I
have been flattened out like a canceled
postage stamp.

What Cushman's next move will be
he has not announced. He never speaks
unless he has something to say. He has
made few speeches since he entered
congress, but is always sure of an au-
dience whenever he decides to speak.

NAVY GIRL TO WED.

Captain Sigbee's Daughter to Be-
come a Bride in June.

What may be regarded as a sort of
union between the opposing forces of
peace and war will occur in Wash-
ington next June, when Miss Ethel Sig-
bee is to be married to Robert Thomas
Smith, son of the Rev. Sam Smith, the
editor-evangelist.

Miss Sigbee is the third and only un-
married daughter of Captain Charles
Sigbee of the navy, who commanded the
ill fated Maine when she was blown up
in Havana harbor. Miss Sigbee is



MISS ETHEL SIGBEE

a blond of striking beauty and was in-
troduced to Washington society about
four years ago. She is a talented mu-
sician and an eloquentist of rare ability.
She has traveled extensively, is bright
and witty in conversation and possesses a
gracious and captivating manner.
Miss Sigbee inherits her father's artis-
tic talent and altogether is a fine type
of the well bred American girl.

Robert Thomas Smith has resided in
Washington for several years, where
he is well known as a newspaper cor-
respondent.

"MARINE OAK" THE LATEST

Bachelors' Dens Fitted Up to Resem-
ble Board Ship Cabins.

The latest conceit in den furniture,
according to the Washington Post, is
"marine oak." Next and cozy looking
little cabinets, cases, closets, etc., are
now being placed on the market by
manufacturers of artistic furniture that
are as close an imitation of the furni-
ture of sailing vessels as it is possible to
make them. They are made of the best
oak and stained with a pigment which
the furniture men have lately discov-
ered that gives the wood that peculiar
yellowish color wrought by the damp
sea air on oak furniture.

These curious and handy little cases
and cabinets are equipped with rusty
locks, hinges, keys and chairs that
complete the tout ensemble of board
ship furniture. With furniture of this
kind a bachelor can fix up his room so
that it will resemble in every detail the
cabin of a sailing vessel.

Edward and the Coronation.
'E is wishin' hit was hover; 'e is worryin'
a lot;
'E is 'avin' nightmares lately, an' 'is
bloomin' 'ead is 'ot.
'Wot's the use of coronation?' 'ear 'is
royal 'ighness say,
'Wen they bore you, doncheknow, an'
take your happiness away?

Oh, 'e 'as the tribulations of a modern
Henshild Job.
For they wakes 'im, hup at night to fit 'is
coronation robe,
And in fawceny from the future 'e can 'ear
the 'bloomin' cheers
Knock the sacred 'eadrums loose within
'is royal 'ighness' 'ears!

Caw'n't go ridin' in the row, for there's a
bloke come in to see
Wot's the style of garter wanted to go
round 'is sacred knee;
There's a servile knave all loaded down with
saffron colored stuff;
Wants to be the grand purveyor of 'is
royal 'ighness' snuff!

'E is wishin' hit was hover; 'e is worryin'
a lot;
'E is 'avin' lots of trouble, an' 'is bally
'ead is 'ot.
There's enthusiasm flashin' all the bloody
country o'er,
But 'is royal 'ighness secretly considers 'it
a bore.

—San Francisco Bulletin.

INDIANA'S SOLDIERS' MONUMENT

Most Imposing and
Artistic Military
Memorial in the
World Soon to Be
Dedicated

THE formal dedication of the In-
diana Soldiers' and Sailors'
monument at Indianapolis will
be a notable event in the his-
tory of the state. Governor
Durbin has issued a proclamation re-
questing that May 15, the date of the
dedication, be observed as a holiday
throughout the state, that all public
business be suspended wherever pos-
sible and that flags be displayed upon all
public and private buildings. The day
of dedication will be observed as a
great patriotic festival, in which the
surviving heroes of all wars have been
invited to participate. Distinguished
guests from all parts of the country
will be present and take part in the



SOLDIERS AND SAILORS MONUMENT, IN-
DIANAPOLIS.

ceremonies, while the sons and daugh-
ters of Indiana will fill the capital as it
has never been filled before.

The ceremonies of dedication will be
simple, but impressive and in harmony
with the spirit of patriotism that con-
ceived and erected the monument. The
unveiling will be called to order in the
morning by the governor of the state.
After an invocation General Lew Wal-
lace, the presiding officer, will deliver
an address. Major Gustavus V. Men-
zies, on behalf of the board of control,
will present the monument to the state.
Governor Winfield T. Durbin accepting
it for the commonwealth.

Dedictory ritualistic services by the
Grand Army of the Republic of the de-
partment of Indiana will be followed
by an oration by General John W. Fos-
ter and a poem by James Whitcomb
Riley. In the afternoon there will be a
parade of military and Grand Army
organizations, to be followed by a ves-
per service at the monument con-
ducted by veterans of the civil war exclu-
sively. At this service General Eli Tor-
rance, commander in chief of the
Grand Army of the Republic, will de-
liver an address.

The monument that the state of In-
diana has erected at its capital is
among the most imposing, artistic and
beautiful military monuments in this
country. It is intended as a lasting me-
morial to the soldiers and sailors of the
state who fought during the civil war.

The monument stands in the center
of Governor's circle, two squares east
of the capitol, in the heart of Indian-



CROWNING FIGURE OF MONUMENT.

apolis. It is built on a terrace 11 feet
high and 101 feet in diameter and rises
to a height of 284 feet. The shaft is
surmounted by a bronze statue of Victory
38 feet tall.

The diameter of the first section of
the shaft is 40 feet at the base, 35 feet
at the top. The shaft proper begins at a
point fifty-nine feet from the ground,
with a diameter of 32 feet, which be-
comes gradually reduced until at the

capital the diameter is 12 feet 6 inches.
Just below the capital a bronze astrag-
al bears the dates 1861, 1862, 1863 and
1864 on the four different sides of the
shaft. These are lighted at night. Mid-
way of the shaft is a second astrag-
al in bronze emblematic of the navy, and
farther down a third astrag-
al in bronze represents the army.

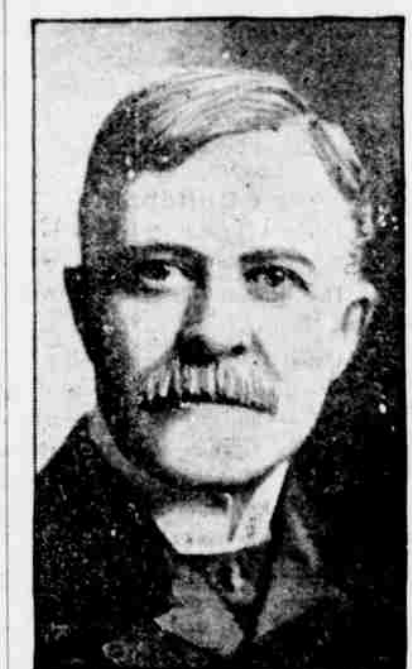
On the east and west sides of the
base of the shaft are two groups of
statuary representing War and Peace.
These are the largest groups of figures
ever cut from the rough stone. At a
height of about 225 feet is the platform
of the capital, reached by elevators.
This outlook affords a fine view of the
city of Indianapolis. The monument
has its own electric plant, which fur-
nishes power for the elevators and for
the lights.

The plaza on which the monument is
situated has a diameter of 342 feet and
is adorned by bronze statues of George
Rogers Clark, the explorer, and Gov-
ernors William Henry Harrison, Oliver
P. Morton, the war governor of the
state, and James Whitcomb.

In the scheme of embellishment of
the plaza are included two great foun-
tains, the largest in the United States.
From each of these fountains 7,000 gal-
lons of water flow every minute, de-
scending in beautiful cascades. These
are kept flowing continuously from 9 a.
m. to 9 p. m. for six months in the year.

The monument is constructed of the
peculiar limestone discovered in Indi-
ana quarries in the last few years and
which has generally been substituted
for granite. The particular variety se-
lected for the monument is almost
cream white in color and takes a good
polish. It is much less expensive and
more easily worked than granite and is
said to be far more durable. Even fire
does not affect it.

The idea of building the monument
first took shape in 1875, but it was not
until 1884, when the Grand Army of
the Republic took charge of the work,
that any progress was made in raising
funds. When something over \$20,000
had been collected, the state stepped in



GOVERNOR DURBIN OF INDIANA.

and took up the project, making an ap-
propriation of \$200,000 to build the
monument and creating a state com-
mission to take charge of the work.

The commission, of which George J.
Langsdale was president and J. F. Goo-
kins, an artist of some note, secretary,
at once instituted a competition for de-
signs. This competition was open to
the artists of the world and resulted in
the selection of a design submitted by
Bruno Schmitz of Berlin, designer of
the great Victor Emmanuel monument
in Italy and the winner of forty out of
fifty-eight similar competitions in
which he had entered.

The cornerstone was laid Aug. 22,
1889, by Benjamin Harrison, then pre-
sident of the United States. The corner-
stone is a huge block of stone 8 feet
high and 4 feet 10 inches in diameter.
It is beautifully finished and bears a
tablet on which is inscribed the inscrip-
tion: "August 22, 1889. Erected by the
People of Indiana. Act of General As-
sembly, March 3, 1887." The entire
cost of the memorial is \$600,000, and
the cost of its maintenance will be
borne by the state.

The monument now being completed
in every detail, nothing remains but to
dedicate it to the purpose for which it
was erected, and this will be done in a
manner befitting its splendor and mag-
nificence. For all time it will be a fea-
ture of attraction to Indianapolis and a
guide to future generations, teaching
that love of country and of liberty are
characteristic of the American people.

Why the Child Cried.
A Brooklyn physician says that he
was recently attending a family where
the little man of the house was in a
somewhat refractory humor, and, think-
ing to quiet him, he said, "How would
you like it, now, if to punish you I
should take your little sister away from
you?" The boy sulked and did not re-
ply, but as the doctor arose to take his
leave the child burst into a woful
blubbering. He was asked what was
the matter. "Doctor's gone away with-
out takin' sister," he answered.

THE OLD TIME METHOD OF SWEEPING IS DRUDGERY.



SWEEPING
WITH
BISSELL'S
CYCLO BEARING
IS A
DELIGHT
NO STOOPING
NO EFFORT
NO DUST
JUST
PLEASURE



Bosworth Store Co.

SOME PEOPLE LIVE TO EAT.
EAT TO LIVE.

In either case why not
use the best. Therefore for

GROCERIES

TRY MOORE BROTHERS

EVERYTHING RIGHT.

NATIONAL LIFE INSURANCE COMPANY, MONTPELIER, VERMONT.

(MUTUAL.)

AS THE OLD MAN SEES IT.

"If I only had had sense enough to take out a life insurance policy
when I was a young man how much better off I would be now!" is
an exclamation heard every day by the life insurance agent from the
lips of men who are beginning to feel the weight of their years and
have found that the boast of their young days, "I can do better with
my money than a life insurance company can do for me," had noth-
ing more substantial behind it than the experience of youth. Few
men, indeed, are there who can say, "I have done better with my
money than a life insurance company would have done," and no
man can safely say so until he lays himself down to die leaving no
debts.

THE ENDOWMENT POLICY.

Young man, buy a long-term endowment, rather than a life
policy. It will provide for your widow, if you have one, or for you
and your wife in old age, for there are 60 chances in the 100 that
both of you will live to age 60 or beyond. Will it be in plenty or
poverty—which?

IN PLENTY

If you buy ENDOWMENT BONDS now in
NATIONAL LIFE INSURANCE CO.

W. W. SPRAGUE, General Agent,
St. Johnsbury, Vt.

POWERFUL WAR AUTO CAR.

Machine For Road and Rail Capa-
ble of Carrying Three Guns.

Messrs. Vickers, Sons & Maxim have
ordered from the inventor, Mr. Fred-
erick Simms, an experimental armor
and protected road and rail motor car, says
the New York Herald. This car was
formally exhibited by Mr. Simms on
the terrace of the Crystal Palace, Lan-
don. Mr. Simms has designed a really
powerful motor carriage, with a frame
suited to support the weight of heavy
armor protection. This frame is rec-
tangular and constructed of heavy
steel channels. Careful study has been
given in order to combine in the ma-
chine the greatest strength with the
minimum of weight. The idea is that
the car should be substantial enough
to support if necessary a weight of
twelve tons, but it is not anticipated
that it will often be called upon to car-
ry more than six tons. The engine
which supplies the motive power is a
sixteen horsepower four cylinder hy-
drocarbon engine of the Daimler type,
with the Simms-Bosch magneto electric
ignition and timing gear. The fuel burn-
ed is petrol, for which tanks are sup-
plied underneath the main frame, capa-
ble of giving the car a run of 200 miles.
The speed gear is on the Connstatt
principle, with four definite speeds—
1, e, one and a half, three, five and
nine miles per hour. But on an
emergency, by means of the accelera-
tor, these speeds can be increased 25
per cent. The steering gear is of the
Ackermann type, controlled by a hand
wheel. The diameter of the driving
wheels is 4 feet and the width of the
tire for road work 6 inches. The di-
ameter of the steering wheel is 3 feet,

with a tire of 3 1/2 inches. Thus it will
be seen that for road work or traction
bricks the size of a half loaf of bread
are the latest thing on the market in
the way of moth exterminators. These
bricks of cedar shavings, according to
the Washington Post, are put up at cer-
tain pencil slat factories in the south,
the proprietors of which have long
sought some means of utilizing and
selling the waste product of their mills
in the shape of shavings. Next to a ce-
dar chest, these cedar shavings are
quite the most effective moth preven-
tive on the market.

Greatest Farmer in the World.
David Rankin of Tarkio, near St.
Joseph, Mo., enjoys the distinction
of being the greatest farmer in the
world, says the St. Louis Globe-Demo-
crat, and feeds more cattle than any
other person east or west.